THE

CHICAGO TRIBUNE

THE GREAT NEWSPAPER

OF THE WEST,

unhesitatingly offered to the

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BEST PAPER

Published in the United States.

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25 Cents Per Week.

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30 Cents Per Week.

THE TRIBUNE has by far the largest circulation, both in the city and the country, of any cheap newspaper—a circulation attained by the fullness of its local and general news, the variety of its correspondence and miscellaneous reading matter, and the vigor and originality of its editorial discussions.

It is devoted to

THE INTERESTS OF CHICAGO AND THE NORTHWEST.

Using its best efforts to bring the resources and advantages of that city, and the country tributary to it, to the notice of the world and of its own people.

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That is worth having, both foreign and domestic, will be found in its columns in the readiest and most readable form. It publishes nothing for mere sensation, but obtains all the facts appertaining to events of local or national interest, regardless of expense, and accompanies them with editorial comments brought down to the latest practicable hour before going to press.

ITS POLITICAL DEPARTMENT

Is unrivalled. In the campaign just ended, it has been in the front rank of the hosts whose watchword is Equal Rights and National Honor. THE TRIBUNE was the first to hoist the names of General Grant for President and Schuyler Colfax for Vice President of the United States. It was the first journal in the West to confront and denounce the schemes for repudiating the National Debt that were recently put forward under various disguises. Indeed, we challenge comparison with any journal, East or West, in respect of the accuracy of our predictions and the truthfulness of our comments upon questions of public interest and concern.

ITS LOCAL DEPATMENT

Comprises a corps of seven of the ablest and most enterprising city reporters. Prom, carefully-led proceedings of councils, proceedings, public meetings, public enterprises and events of all kinds, are promptly and fully reported in its columns.

CORRESPONDENCE.

THE TRIBUNE maintains a larger corps of correspondents, than any other journal west of New York, and it challenges comparison as to the character and quality of the original matter in its columns with any journal in the Union. It employs first-class writers at London, Paris, Florence, Washington, New York, Boston, San Francisco, New Orleans, Memphis, and at all the State Capitals of the Western States, besides telegraph reporters at all points where important news is transpiring.

LITERARY DEPARTMENT

Will be found carefully prepared reviews and notices of all important publications issued in this country or in England, together with Tales, Serial Stories, and interesting Literary Miscellany. Its

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Are carefully prepared by an able corps of editors and reporters, and are brought down to the latest hour before going to press—embracing every commercial centre of Europe and of the United States which can have any influence upon Western produce, trade or industry.

THE TRIBUNE is peculiarly

THE PEOPLE'S PAPER.

It advocates the cause of the people, as opposed to monopolists, "rings," and evil-disposed combinations of all kinds. It has no interests to advance apart from those of the great public to whose confidence and patronage it is indebted for the measure of prosperity which it enjoys. If you desire a paper of this kind, offer THE CHICAGO TRIBUNE of the Carrier, who is authorized to solicit subscriptions upon the following

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Tribune Company,

Chicago, Illinois

The Chicago Tribune.

VOL. XXII. CHICAGO, MONDAY, DECEMBER 7, 1868. NUMBER 159.

WASHINGTON.

Union Pacific Railroad---Reply of the Officers to the Commissioners.

Supreme Court of the District vs. Supreme Court of the United States.

Effect of the Resignation of the British Ministry.

President's Message---Johnson's Protocol.

Special Despatch to the Chicago Tribune.

WASHINGTON, D. C., Dec. 5.

UNION PACIFIC RAILROAD—REPLY TO THE COMMISSIONERS.

The reply of the Union Pacific Railroad officers to the report of the special examiners is a long document. It takes up the twenty-five charges of the examiners and reviews them even often. The report carries that a further issue of six millions and a half of dollars is needed. The reply shows that half a million of this has been already expended, and that no 1 500,000 more are required. The officers further say that they have 450,000 freight cars and seventy locomotives, east of the Missouri River, and ready for the crossing; that they have 400,000 ties in transit; and that they have several gravel trains continually engaged in ballasting the track. The supply of stone is unlimited.

The company have at this date completed sixty miles of road, in addition to the 300 miles reported upon by the commission. The grading of ninety miles more is finished, and that of a large amount of the twelve upon a large portion of which the cross-ties are contracted and distributed. Grading has also been commenced, and large forces are employed, between the 300th mile road-bed, and procuring ties west of the one hundred and fifth mile, which will be delivered to. One hundred and twenty miles of iron are now delivered west of the Missouri River, and ninety more are en route west of that point. The bridges, in addition to the 300 miles and timber delivered for construction purposes, make up an amount of an east eight million dollars, which the company have expended in advance of the requirements of the law. In addition to the above, the company have contracted to construct an iron bridge over the Missouri River, at a cost of $1,500,000 —all of which would have been done before the time for acting in good faith toward the government, and are consequently entitled to the subsidy fund as far as the same shall be earned by the construction of the road. Should any failure occur in the issue and delivery of bonds, it will be owing to no default on the part of the company. A thousand miles of road are completed and equipped, and the remainder will be ready when the bonds are issued. The company have received a patent from the government for the right of way, and for the required 400 feet in breadth on each side of the road, in accordance with the terms of the charter.

The reply of the Supreme Court of the District to the Supreme Court of the United States, in the matter of showing cause why James S. Bradley, late counsel in the Parrott, was struck off the roll of attorneys, is signed by all of the Judges. They hold that the rule of Chief Justice Taney should be disregarded, because Bradley was removed from the office of attorney only temporarily, and served and returned on him, and he had been heard in defense, and after proper consideration by the court, a judgment of the court in respect to matters within its own jurisdiction, and not subject to review in any other court; and especially not in this form of proceeding. A contrary precedent are quoted in this decision, and the proceeding dismissed, which will be recollected, the calling of the Judge's cap in court, and his refusal to hear counsel on a challenge to fight a duel. The Court says in its conclusion: "We do not consider the refusal to be contempt, or as misbehavior therefor, the Supreme Court of the District possessed no such jurisdiction. It cannot affect the order removing Mr. Bradley from the roll and that decision is to be regarded as the judgment of the court."

Judging from the number of Congressmen here and those known to be on their way, there seems to be no doubt of a quorum in the House on the 14th inst.

PACIFIC RAILROAD BONDS.

WASHINGTON, Dec. 5.—The Secretary of the Treasury this morning invited bonds to the value of $1,000,000. National Bank currency agreed for the 15th inst. $500,000.

INDIAN CONFLICTS.

A delegation of Sioux and Fox Indians called on the President to-day, and complained of the whites who they charge are using his power for the benefit of the Indian Ring.

THE PRESIDENT'S MESSAGE.

WASHINGTON, Dec. 5.—Senator Patterson, of New Hampshire, has received a copy of the President's message, and will carefully read it. He says he has no official knowledge of the diplomatic correspondence. He has received indirectly evidence of the Johnson protocol, from many distinguished sources, and the sentiment among members of both parties seems to be favorable to it.

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NEW YORK, Dec. 5.—A private despatch to Washington to the Herald says Senator Yates, of Illinois, will introduce a bill in the present Congress, proposing an amendment to the Constitution, providing that no citizen shall be debarred the right to vote, having in the State in the appointment of Presidential Electors, on account of the colored representative from Louisiana.

There is considerable money floating around here at the present time, owing to the fact that the Missouri, the money market since both Louisville, and Cincinnati, and the banks in the city are full of the House, none being vacant on the Republican side.

Rebel Accounts of Negro Brutality.

SAVANNAH, Dec. 5.—Last night, while a detachment of the 1st Regiment of Colored Troops, under the command of Lieutenant Wayne, were passing the Thunderbolt shell road, one of them named Scotter, arrested one of a party of negroes who were creating a disturbance. He refused to release him, when the negro, Peter Jones, drew a shot gun on the party of soldiers, and shot Scotter through the head, killing him instantly. Four other shots in all were fired, but without effect. Jones was arrested, and will be tried by a military commission.

TERRIBLE DISASTER.

Collision of Boats on the Ohio River.

The Steamers America and United States Collide and are Burned.

Fifty to Seventy-Five Lives Lost.

Partial List of the Lost and Saved.

Statements of Several Passengers.

Special Despatch to The Chicago Tribune.

CINCINNATI, Dec. 5.

Great excitement has prevailed in this city all day, regarding the collision and burning of the steamers America and United States, both of the United States Mail Line. The former was bound for Louisville from this city, the latter from Louisville to this city. They met near Warsaw, forty-five miles from here, about midnight, and, so far as present information can be relied upon, they collided, and immediately became enveloped in flames. The river at that place forms an elbow, and the United States was coming down the river, and the America was coming up. The United States was heavily laden with freight, and was not insured for so much as usual, but owing to a misunderstanding of the clerks, the America was insured for about $100,000 more than her value. The collision was caused by the pilots of both boats misunderstanding each other and disobeying signals. The United States was a large and powerful boat, and was well officered, and set both boats on fire. The wood was quickly consumed, and the passengers were forced to the guards, where they were compelled to remain, and many of them probably never made their escape. It is rumored that thirty-three persons on the United States are missing. Many jumped overboard to save their lives, and only succeeded in clinging beneath the forked stage. The pilot of the United States seems to have died at his post, as he was found in the pilot-house, with his hand on the wheel, and his face burned to a crisp.

The America had on board seventy passengers, and about three or four were lost from his boat. The following is a list of the passengers who were saved: Mr. Taylor, Louisville; Mr. Kagee, of Texas, and wife and daughter; Mr. Morris, Louisville; Mr. Hunter, Louisville; Mr. Adler, Louisville; Mr. Higley, J. F. Burns, Mr. Lowe, Louisville; Mr. Hall, Louisville; Mr. Hall, Louisville; Mr. Hall

The Tribune.

MONDAY, DECEMBER 7, 1868.

THE DAILY TRIBUNE is issued every morning by the Tribune Association, at No. 154 Nassau-st., New-York. The Weekly Tribune is issued on Wednesday. THE SEMI-WEEKLY TRIBUNE is issued on Thursdays and Sundays. THE WEEKLY TRIBUNE is issued on Saturdays, for the mails and out of counties and by newsmen.

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Weekly Tribune, per year	3.00

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THE NATIONAL BOARD OF TRADE.

The scheme of finance presented by Mr. Fraser to the National Board of Trade, as a regular willing-ness of crude purpose. No Secretary of the Treasury could ever execute it, and if executed, it would be as likely to lead to bloodshed as to specie payments. It consists of a series of eight riddles in which greenbacks, bonds, specie, bank notes and customs duties, appear and disappear in most admired disorder. If enacted into law it would require an astrologer to tell whether, on the 4th of July, 1871, we should have any greenbacks, bonds, specie, bank notes, customs duties, or property of any kind, or not.

Next in order comes the speech of General Raum, of the Cairo Chamber of Commerce. General Raum thinks that what we want is to "turn the bargain of trade"—that is to export more than we import—the idea being that what we send abroad we get back, and we get in return for it we like. We are not surprised to read that General Raum was heartily in favor of Mr. Fraley's eight resolutions. When a man gets the "balance of trade" kink in his head there is no knowing where he may go.

Mr. Branch, of Richmond, thought there was no new-fangled way of making money, or of paying one's debts. He believed that we must work for it, and he quoted a familiar text from the second chapter of Genesis in support of his idea. Mr. Branch sustains on solid ground, and it is one of the most noticeable and gratifying signs of the times that the South ern delegates to the National Board of Trade have upheld not only sound and sensible but eminently patriotic views concerning the national finances. They have been scarcely at all influenced by the cant and clamor of the Cotton Trade and Exchange of the Cotton States. They seem to have learned, at a cost exceedingly low in the substantive prices of to-day for lands or property.

THE SOUTH.

It is reported that if the acting President's last message, which will be read in Congress on Tuesday, a considerable portion will be devoted to the subject of reconstruction, in which it will assert that the Southern States remain prostrate at the feet of Congress, their governments cut off, a large portion of their population disfranchised, their constitutional privilege of representation still denied through Congressional enactments; and most of them in a state of military rule.

In reply to these allegations, we offer the following facts: 1. That only five of the fourteen Southern States are entitled to Congressional representation, and one of these—Mississippi—refused to organize a State Government. Two other States have partially effected such organizations, and are awaiting an appropriation of money by Congress to complete them. 2. More votes were cast in the Southern States which took part in the Presidential election than were ever before cast in those States. 3. More white men voted in these seven States than ever voted before at any Presidential election in these twelve States. 4. The number of colored votes prevented from exercising the elective franchise in Louisiana and Georgia by the Ku-Klux coercion and terror exceeded the number of all the ex-rebels excluded from the ballot-box in the South—three times in Tennessee, where the rebels are prevented from voting by State law. 5. Military rule in the South has ceased to exist in twelve of the fourteen States, and the troops in the South are used only to preserve public order, and to restrain the Ku-Klux from committing outrages and murders on the peaceable, law-abiding and industrious part of the population. 6. That the Southern delegates to the National Commercial Convention in Cincinnati deny that the Southern States either "vassals a pro-test," or that their "resources are cut off." On the contrary, they affirm that

THE NATIONAL BOARD OF TRADE. — See Page 4.

WATER TRANSIT EASTWARD.

The papers all over the country are noting, as most of them previously, the progress started at a meeting of merchants, a few evenings since, to make more effective its facilities for exchange and distribution in the Mississippi Valley and the West, and other large good of the trade on the opening of the Pacific Railroad to commerce. The facts contained in our issue the morning not long ago that meeting have satisfied us thinking men that unless the Pacific Railway makes the charges of the Erie Canal as high as to prove a virtual embargo upon the transit of Asiatic goods eastward, the commerce of Japan and China, so far as their products are consumed by the millions of people between Lake Erie and the Rocky Mountains, must concentrate in Chicago. We have no doubt that our merchants are thoroughly canvassing the facts essential to give them the control of that immensely valuable trade.

While some are pursuing this subject, we trust that large and influential class of our citizens engaged in handling the vast produce of the Western States will make their influence actively and continually felt during the coming session of Congress, to secure two great advantages to our commerce. First, that Chicago be made a port of entry, not in name in some form whatever shall be the best and most efficient legal, the Northern Pacific Railroad, a capacity sufficient for vessels of a draught of nine feet. This should be completed at the earliest possible day. It is to this great work that we now desire to call the special attention of readers. We have before us the report of a high official of the State of New York, which gives the key to the Secretary's opinion which may in some measure be made to this great enterprise. It is the annual report of the Auditor of the Canal Department on the Tolls, Trade and Tonnage of the Canals of New York, for the year ending January 15, 1868. By the Auditor's figures, on page 46 and 47 of his report, it appears that the whole number of vessels passing through the Erie Canal in the year 1867 was 29,000, and the number of tons carried was 2,500,000. The average capacity of each vessel was, therefore, 86 tons. The average capacity of the vessels on the Oswego Canal was 100 tons, and on the Champlain Canal 120 tons. But the Erie Canal has been constructed for vessels of 240 tons burden, and it is now proposed to enlarge it to that capacity. The Auditor's figures show that the average capacity of the vessels on the Erie Canal is less than one-half of the capacity for which it was constructed. Why is this? Because the vessels cannot pass each other in the narrow locks, and because they cannot navigate the shallow waters. Now, if the Erie Canal is enlarged to the capacity for which it was constructed, the average capacity of the vessels will be increased to at least 200 tons, and the cost of transportation will be reduced in proportion. The Auditor's figures show that the cost of transportation on the Erie Canal in 1867 was 1.68 cents per ton per mile. If the Erie Canal is enlarged to the capacity for which it was constructed, the cost of transportation will be reduced to about 1 cent per ton per mile. The Auditor's figures show that the cost of transportation on the Oswego Canal was 1.68 cents per ton per mile, and on the Champlain Canal 1.68 cents per ton per mile. The cost of transportation on the Erie Canal is the same as on the Oswego and Champlain Canals, although the Erie Canal is a much larger and better canal than either of the others. The reason is that the Erie Canal is not navigated to its capacity. The Auditor's figures show that the cost of transportation on the Erie Canal is 1.68 cents per ton per mile, and that the cost of transportation on the Oswego and Champlain Canals is 1.68 cents per ton per mile. The cost of transportation on the Erie Canal is the same as on the Oswego and Champlain Canals, although the Erie Canal is a much larger and better canal than either of the others. The reason is that the Erie Canal is not navigated to its capacity.

LEGISLATION FOR PARKS.

The popular demand for public parks in and around the city is universal, and its justice can no longer be denied. Any one who has visited Lincoln Park, or even the comparatively small patch called Union Park, will have seen how the public will rush to any place for fresh air and exercise. The sameness and the confined space of the streets and avenues, it is safe to assume, that the pressure on the West Side by simply widening as streets has not yet been built upon; and the West Side Park could be connected with the South Side Park in precisely the same manner. The three parks could be of equal size, affording a grand highway for pedestrians and carriages across the north, west and south boundaries of the city.

This subject is to be presented to the Legislature at the approaching session, and there is danger that, by the zeal of contending speculators, the city may be involved in some injudicious scheme. The people of Chicago have to pay the cost of these parks, and they have the right of saying when and where they shall be made, what their size and shape shall be, and in so doing the common and general benefit should be the first consideration, and individual profit or gain the last and the least. In whatever legislation there may be had this winter on these questions should be kept in view the paramount importance of the part that the Legislature can best should be trusted. The law, in order to protect the appointment of three Commissioners from selfish motives, might constitute the Mayor of Chicago and the Three Judges of the Superior Court a board to select and nominate the Park Commissioners, and that board should have the approval and confirmation of the Common Council. In this way, by throwing around the appointment as many checks and guards as possible, we may secure the selection of the best kind of men, who will do justice to the city, and establish parks with reference to the public wants and to disregard all the schemes of speculators.

The advisability of having parks located at as great a distance as possible does not admit of a doubt. Chicago is making rapid strides in all directions, and is destined to go forward to an extent that few of her best citizens dream of. Land now covered by Lake Michigan. Two years ago the people of the South Division voted down the proposition to buy a park; and land which could then have been bought for $200 an acre, now commands for private purposes as high as $2,000, and in some instances $3,000 an acre. Land on the West, North and South sides, outside the city limits, and now purchasable by the acre, will, within the next five years be sold by the front foot and covered by dwellings. A park ten years hence will be unobtainable upon any sum now considered within reasonable distance of the city, and the selection of it then have to be made from land now nearly remote, but at least half a day's journey by ordinary means of travel, and at a cost exceedingly low in the substantive prices of to-day for lands or property.

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THE INDIAN WAR.

Battle of Nov. 25th, Under General Custer.

Fifty-four of the Seventh Cavalry Killed and Wounded.

One Hundred and Twenty Indians Also Killed.

A New Expedition Fifty Out Already.

From Our Special Correspondent.
IN THE FIELD, CAMP NEAR FORT DODGE, Nov. 28, via Kansas Pacific Railroad, Dec. 6.

Your readers are, no doubt, anxious for expeditions now in the field against the hostile Indians of the Western Plains. The first blow against the Indians was struck on Wednesday and the day before, by the Seventh Regiment of Cavalry, under General Custer, in a two miles southwest of this post.

The Indians, under the chiefs Black Kettle (Cheyennes) are encamped on the Washita River, Custer supposed that the Indians were in the morning. He had been ordered the night before to be in readiness to march at daylight. The command consisted of the Seventh Cavalry, numbering about 800 men, and Major Elliott's battalion of the Nineteenth Kansas Volunteers, numbering about 150. The Indians were encamped in a valley, and their camp-fires could be seen from the surrounding hills. Custer arranged his command in four columns, and ordered the attack to be made at daylight. The battalion of the Nineteenth Kansas Volunteers, under Major Elliott, was ordered to attack the lower end of the village, and Custer, with the Seventh Regiment, would attack the upper end. The Indians were surprised, and fled in confusion. Major Elliott and Captain Barnitz (Co. D) were killed, and Capt. Hamilton (Co. A) mortally wounded. Of the Indians there were killed about 120. Of squaws and children taken prisoners and 47 squaws were killed and wounded. A large number of ponies, mules, killed, and all the Indian camp equipage destroyed. Custer's loss was 21 killed and 14 wounded. Among the killed are Major Elliott, Captain Barnitz, Lieutenant Hamilton, Lieutenant Cooper, and Lieutenant Kennedy. Among the wounded are Lieutenant Myers, Lieutenant Wainwright, Lieutenant Thompson, Lieutenant Penrose, Lieutenant Godfrey, Lieutenant Cavanaugh, Lieutenant Hamilton, Lieutenant Cooper, and Lieutenant Kennedy. Among the wounded are Lieutenant Myers, Lieutenant Wainwright, Lieutenant Thompson, Lieutenant Penrose, Lieutenant Godfrey, Lieutenant Cavanaugh, Lieutenant Hamilton, Lieutenant Cooper, and Lieutenant Kennedy.

THE ALABAMA CLAIMS.

Hon. Reverdy Johnson Before the Bank of Delaware.

On November 30 Hon. Reverdy Johnson was tendered an address by the corporation of the town of Brighton. He replied to the address in a speech of which the following is a report:

I thank you for the flattering terms in which you have spoken of my public services, and for the kind manner in which you have received me. I am sensible that I owe this reception more to your kindness than to any merit of my own. I am sensible that I owe this reception more to your kindness than to any merit of my own. I am sensible that I owe this reception more to your kindness than to any merit of my own

WASHINGTON.

Special Despatch to The Chicago Tribune.

SENATE.—WASHINGTON, D. C., Dec. 5.

More than half the members of both houses of Congress are now present, and probably before the end of the week the attendance will be full. The Chief Executive will not be on hand to read his message on the first day of the session, but will probably join in the labors of his colleagues on the following day.

FINANCIAL MATTERS.

Everybody seems pleased and satisfied with Secretary Sherman's financial scheme, and Senators and Representatives say that they will have no difficulty in getting it through Congress. Many members, however, do not believe in the resumption of specie payments, and say they will have no difficulty in getting a vote in favor of such an experiment. Only a few Senators and Representatives favor the Ewing scheme. Nearly all of the Democratic members of both houses are in favor of the Bland bill, and will vote for it. Many Republicans will also vote for the Bland bill, and it will probably pass the House by a large majority. It is expected that Senator Allison will report the Bland bill from the Senate Committee on Finance, of which he is Chairman, and that it will be passed by the Senate. The Bland bill will be considered as the Democratic financial measure, and will be passed by the Democratic majority in both houses. The Republicans will vote for it, but will not claim the credit of its passage. The Democrats will claim the credit of the passage of the Bland bill, and will point to it as a proof of the financial policy of the party. The Republicans will oppose the Bland bill, and will point to it as a proof of the financial policy of the Democratic party. The Democrats will claim the credit of the passage of the Bland bill, and will point to it as a proof of the financial policy of the party.

MARINE.

The steamer Russia, from New York, sailed this morning.

FRANCE.

The Ex-are Empress Eugenie arrived at Cannes on Thursday, and is staying at the villa of Count Piennes, between the Count and Countess of Napoleon, who are also guests of the Empress. The emperor is not there, and will not visit Cannes.

Paris, Dec. 5.

The panic in commercial circles caused by the collapse of the Union Generale continues. Numerous failures are announced.

ARGENTINE.

VAN BUREN'S EXCURSION OF SPECIAL TRAIN.

Tours, Dec. 5.

The Ex-emperor Francis Joseph, of Austria-Hungary, and the Prince of Wales, of England, are to be present at the wedding of his nephew, Archduke Francis Ferdinand, to Princess Hohenberg, which is to take place at Chotek.

J. D. Cameron, Secretary of War, and Senator Chandler Postmaster-General, and Mr. Secretary Folger, Secretary of the Treasury, and Mr. Secretary Lincoln, Secretary of the Interior, and Mr. Secretary Lincoln, Secretary of the Navy

THE PULPIT.

First Christian Church.

The Day of Judgment and Punishment of the Wicked.

Dr. Sweeney on Orthodoxy.

The Sermon.

Rev. J. S. Sweeney, pastor of the First Christian Church, at the corner of Wabash avenue and Sixteenth street, preached to the congregation last evening on "The Day of Judgment and Punishment of the Wicked." After the usual introductory services, the reverend gentleman spoke as follows:

THE SERMON.

I am to speak to you this evening of the Day of Judgment and punishment of the wicked. I may call it the popular belief of Christendom that there is to be a general judgment, at a future day, and after death, when all men will be judged and the eternal doom of everyone will be fixed. I do not see this in the belief of all Christians, for there are those whom I am willing to call Christians who hold that the judgment is all in this life—that here men are all judged, rewarded and punished according to their works, and that consequently in the future state all will be holy and happy. This is the faith of those commonly called Universalists; and another class believe that they are in error—greatly in error—and that their error is a mischievous one, gold and silver, precious, let others do as they may, to long upon and treat them as Christians as Christians are just as much entitled to be, or as others, if they are not generally so—indeed as orthodox. I am not willing to be classed in certain sense as to this subject. I am to some extent one of those who hold that there is a judgment and are getting to care less and less every day. I believe the Bible is the inspired word, and therefore true. I look to its authority on all subjects of which it treats, and I believe it to be the best guide in the world to direct us in the truth or to discourage its authority. And this I can say in our witness to the Bible: I shall inquire what does the Bible teach on this matter, and what I find there I will receive, whether it agrees with my theories or not. I shall notice the arguments of those who believe that men have rejected an immediate judgment and punishment of the wicked and all of God's enemies, and I shall endeavor to show from the Bible that a judgment is to come. I shall not speak of immortality of the soul, etc., and therefore will not notice that branch of the subject, etc., and there conclude. I suppose it will be conceded that there is to be a judgment of some very general character, if not a judgment of nations and kingdoms, as such, at least a judgment of individuals, as such, in the future world. Death does not end all. Government was a mind that had its laws and rewards and penalties. Now, I believe that God is still a civil and political Governor, but a civil and political Governor of a different character from the theocracy. Now I believe that a civil and political Governor, but civil laws are, merely temporary institutions, but civil laws are, merely temporary institutions, but civil laws are, merely temporary institutions